

Frightful

RESULTS OF THE BIG STORMS

In Pennsylvania—Towns of Thousands of Inhabitants Nearly Wiped Out.

A Reservoir at Johnstown Bursts and Terrible Destruction of Life Follows.

HUNDREDS OF LIVES LOST.

The Waters Come With Such Suddenness That Escape Is Impossible.

And Entire Families are Swept Away by the Raging Torrent.

COMMUNICATION IS CUT OFF.

With the Outside World and Details of the Calamity are Very Meagre.

Great Floods at Other Points—Clearing Under Water—Railroad Bridges Swept Away—The Damage Cannot be Estimated at Present.

PITTSBURGH, Pa., May 31.—The flood at Johnstown has resulted in an awful catastrophe. It is said that the reservoir above the town broke about 5 o'clock this evening and the immense volume of water rushed down to the city carrying with it death and destruction. Houses with their occupants were swept away and scores, probably hundreds of people were drowned. There is no connection with Johnstown, but a telegraph operator in the Pennsylvania railroad tower at Rang Hollow, twelve miles west of Johnstown, reports that least twenty-five bodies have floated past. The wires are all cut and no trains are running east of Blairsville, which is about twenty-five miles west of Johnstown. There is no way to get to the scene of the disaster and full particulars hardly be obtained to-night, although every effort is being made to do so. There will be no trains through before to-morrow.

A LATER DISPATCH.
Latest reliable information received from Johnstown comes from Pennsylvania railroad men, who aver that over 300 dead bodies have been counted floating down stream at Johnstown alone, while along the line many additional lives have been lost. It is asserted that there are but two houses in Johnstown entirely above the water line. A special train leaving the Pennsylvania Railroad office and a large number of newspaper men have left this city for the scene. Telegraph communication is entirely cut off and until telegraph repairmen and operators with necessary instruments reach the nearest point, but little reliable information can be obtained.

CONFIRMED AT GREENSBURG.
A dispatch from Greensburg, Pa., says a report has just reached here that the greater portion of Johnstown has been flooded and hundreds of lives lost. Houses are floating about and the people who are free are panic-stricken, and are fleeing to the mountain. At a point near New Florence eighty-five persons have been seen floating down the river on drift wood. One report comes that but two roofs of the houses in Johnstown can be seen. The Cokesbury and New Florence bridges have been washed away and all the buildings along the Conemaugh between New Florence and Johnstown have been carried away. The railroad towers have been abandoned by the operators.

MEASURE DETAILS.
The Associated Press train, from present appearances, will not be able to run nearer than six or eight miles to the scene of Johnstown where the flood was worst. Consequently dispatches for some time will be in the form of concentrated bulletins.

Superintendent Pitcairn promptly took charge of the railroad end of the work and began the duty of clearing tracks and securing all possible aid to those in danger. His prompt work and intelligent comprehension of the danger and the situation were of great value in order to understand the nature of this calamity it is necessary to describe the respective locations of the reservoir and Johnstown. The reservoir lies about eighteen miles northeast of Johnstown and is the site of the old reservoir which was one of the feeders of the Pennsylvania canal. It is the property of a number of wealthy gentlemen in Pittsburgh, who formed themselves into the corporation, the title of which is the South Fork Fishing and Hunting Club. This sheet of water is from 200 to 300 feet above the level of Johnstown, being in the mountains, and from a mile to one and one-half miles in width, and in some places is 100 feet deep. It holds more water than any other reservoir, natural or artificial, in the United States. The lake has been quadrupled in size by artificial means, and was held in check by a dam from 700 to 1,000 feet high. It is 90 feet high at the base. The height is 110 feet and the top has a breadth of over 30 feet.

A MIGHTY POWER.
Recognizing the means of the lake to the region below, the South Fork Club had the dam inspected once a month by the Pennsylvania railroad engineers, and their investigation showed that nothing less than some convulsion of nature would tear the barrier away and loosen the water of death.

been the culmination of the struggle of the water against the embankment.

ANXIOUS FRIENDS.
The difficulty of obtaining definite information added tremendously to the excitement and apprehension of the people in Pittsburgh, who had relatives and friends at the scene of the disaster. Members of the South Fork Club, and among them some of the most eminent men in the Pittsburgh financial and mercantile world, were in or near Johnstown, and several of them were accompanied by their wives and families. There happened to be also quite a number of residents of Johnstown in Pittsburgh, and when the news of the horror was confirmed and the railroad bulletin stated the fact that no trains would go east to-night the scene at the Union Depot was profoundly pathetic and exciting. But two trains were sent out by the Pennsylvania railroad from the Union station at Pittsburgh and the first of these was the special train of the Associated Press. The Pittsburgh papers also sent out special trains to Johnstown, and the details of loss of life or property had been ascertained. The difficulty in sending press dispatches was overcome by the explanation that the Associated Press in trying time.

THE TERRIBLE TORRENT.
The course of the torrent from the broken dam at the foot of the lake to Johnstown is almost eighteen miles, and with the exception of at one point the water passed through a narrow V-shaped valley. Four miles below the dam lay the town of South Fork, where Johnstown is situated. The town contained about 2,000 inhabitants. It has not been heard from, but it is said that four-fifths of it have been swept away. Four miles further down the Conemaugh river, which runs parallel with the main line of the Pennsylvania railroad was the town of Conemaugh. It contained about ninety per cent of the houses were on flat and close to the river. It seems impossible at this time to hope that any of them have escaped.

There are many other industrial establishments in the bank of the river, but badly damaged cannot be estimated. At 10 o'clock a railroad man says the loss of life will reach hundreds and possibly over thousands. The report of the loss of life is so terrible that it cannot be confirmed. The Philadelphia news.

A dispatch from Philadelphia says: Dispatches received up to midnight at the office of the General Manager of the Pennsylvania railroad indicate that the effects of the storm are now being felt on the middle division of that road extending between Harrisburg and Altoona. The water is now flowing westward along the line between these places.

No trains will be sent west of Harrisburg until the storm abates and the extent of the damage is known. A telegram from Pittsburgh places the location of the various east-bound trains as follows: The New York limited left at 10:30 a. m. and is now en route; the limited left at 11:00 a. m. and is now en route; the limited left at 11:30 a. m. and is now en route; the limited left at 12:00 p. m. and is now en route; the limited left at 12:30 p. m. and is now en route; the limited left at 1:00 p. m. and is now en route; the limited left at 1:30 p. m. and is now en route; the limited left at 2:00 p. m. and is now en route; the limited left at 2:30 p. m. and is now en route; the limited left at 3:00 p. m. and is now en route; the limited left at 3:30 p. m. and is now en route; the limited left at 4:00 p. m. and is now en route; the limited left at 4:30 p. m. and is now en route; the limited left at 5:00 p. m. and is now en route; the limited left at 5:30 p. m. and is now en route; the limited left at 6:00 p. m. and is now en route; the limited left at 6:30 p. m. and is now en route; the limited left at 7:00 p. m. and is now en route; 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